

Washington Metropolitan Area Transit Authority

www.wmata.com

Description	FY 2004 Actual	FY 2005 Approved	FY 2006 Proposed	% Change from FY 2005
Operating Budget	\$162,601,613	\$166,633,000	\$188,632,174	13.2

The mission of the Washington Metropolitan Area Transit Authority (WMATA) is to provide the public with an efficient, affordable and diverse means of travel, under the direction of the District's Department of Transportation (Mass Transit Division), which provides funding, policy recommendations and coordination services to the agency.

Created effective February 20, 1967, the Washington Metropolitan Area Transit Authority (WMATA) is an interstate compact agency and, by the terms of its enabling legislation, an agency and instrumentality of the District of Columbia, State of Maryland, and Commonwealth of Virginia. This agency was created by the aforementioned states and the District of Columbia to plan, finance, construct and operate a comprehensive mass transit system for the Washington Metropolitan Area. A Board of Directors with representatives from each of the three jurisdictions governs the affairs of WMATA. WMATA's responsibilities include operation and administration of the system, the establishment of recommended fares, and the determination of funding from various sources, including the share of subsidy from each of the participating jurisdictions.

The **Mass Transit Division (MTD)** within the District's Department of Transportation is the District's liaison office with WMATA. MTD continuously monitors and evaluates the provision of Metrobus, Metrorail and MetroAccess paratransit service in the District by WMATA. MTD also prepares the annual budgets and processes the quarterly payments for the District's subsidy to WMATA.

The agency plans to fulfill its mission by achieving the following strategic result goals:

- Adhering to the WMATA Board's objective of limiting the overall Metro system-wide subsidy growth.
- The annualization of services initiated in FY 2005 including operation of the New York Avenue station in the District and Morgan Boulevard and Largo Town Center Stations in Maryland.

- The implementation of several District-specific transportation and educational programs.
- Maintaining or decreasing current congestion levels by implementing alternative strategies and system capacity increases.

Passenger ridership and revenue trends on Metrorail and Metrobus have returned to pre-September 11, 2001 levels and overcome the subsequent economic downturn. FY 2004 was a record-setting year for Metrorail ridership, which reached nearly 190 million passenger trips, an increase of 3 percent over the previous year. While Metrobus ridership has slightly declined by 1.3 percent, overall system utilization, including MetroAccess, increased approximately 1.2 percent to 377 million passenger trips. System-wide revenue is projected to grow by 3.5 percent as a result of ridership growth.

The FY 2006 gross funds budget request reflects WMATA's objective of limiting the overall Metro system-wide base subsidy growth to approximately 10.4 percent above the approved FY 2005 budget, a total District share of \$181.1 million. The WMATA budget also includes a 3.9 percent increase for continuing District service additions to the budget, which total \$7.6 million.

Another objective for WMATA is to maintain existing levels of transit service and ridership without raising fares or cutting services. The base FY 2006 request reflects the impact of cost containment measures implemented by WMATA during the previous three fiscal years. WMATA cost-saving measures also include minor revenue adjustments due to changing market conditions, administrative efficiencies, professional and technical services and personnel savings.

Key Initiatives for FY 2006 include:

System-Wide

System-wide initiatives funded in the \$181.1 million proposed FY 2006 gross funds budget include the following:

- Extension of Metrorail service to Largo, MD and opening of two new stations.
- Additional bus service to provide overcrowding relief.

- Operation of the New York Avenue Metrorail Station in the District.
- Operation of newly purchased Metrorail cars for overcrowding relief.
- Continued renovation/remanufacturing of older Metro railcars and buses.
- Improved overall customer service, system reliability, cleanliness, and safety.

District Specific

Funding of \$7.6 million is also included in the proposed FY 2006 gross funds budget for these District initiatives:

- The continued operation of the Downtown Circulator bus service between Union Station, the Convention Center and Georgetown and between the Convention Center and the National Mall.
- The implementation of the Anacostia Light Rail Demonstration project, which is anticipated to commence operation in mid-FY 2006.
- The implementation of the Electro-Mechanical Technology Training program at Cardozo Senior High School. This program will prepare high school graduates for application to WMATA's Technical Skills program or other entry-level school-to-work programs requiring mechanical engineering knowledge.
- Continuation of the Tyson's Corner Reverse Commute bus service between L'Enfant Plaza and Tyson's Corner.
- Debt service payments for the Metro Matters capital program.

Gross Funds

The proposed budget is \$188,632,174, an increase of \$21,999,174 or 13.2 percent from the FY 2005 approved budget of \$166,633,000. There are no District FTEs supported by this budget, no change from the FY 2005 level.

General Fund

Local Funds. The proposed budget contains \$188,632,174 in Local Funds, an increase of \$24,479,174 or 14.9 percent from the FY 2005 approved budget of \$164,153,000. There are no District FTEs supported by this budget, no

Funding by Source

Table KE0-1 shows the sources of funds for WMATA.

Table KE0-1

FY 2006 Proposed Operating Budget, by Revenue Type

(dollars in thousands)

Appropriated Fund	Actual FY 2003	Actual FY 2004	Approved FY 2005	Proposed FY 2006	Change from FY 2005	Percent Change
Local Fund	154,531	159,122	164,153	188,632	24,479	14.9
Total for General Fund	154,531	159,122	164,153	188,632	24,479	14.9
Federal Payments	0	3,479	2,480	0	-2,480	-100.0
Total for Federal Resources	0	3,479	2,480	0	-2,480	-100.0
Gross Funds	154,531	162,602	166,633	188,632	21,999	13.2

Expenditures by Comptroller Source Group

Table KE0-2 shows the proposed FY 2006 budget for the agency at the Comptroller Source Group level (Object Class level).

Table KE0-2

FY 2006 Proposed Operating Budget, by Comptroller Source Group

(dollars in thousands)

Comptroller Source Group	Actual FY 2003	Actual FY 2004	Approved FY 2005	Proposed FY 2006	Change from FY 2005	Percent Change
50 Subsidies and Transfers	154,531	162,602	166,633	188,632	21,999	13.2
Subtotal Nonpersonal Services (NPS)	154,531	162,602	166,633	188,632	21,999	13.2
Total Proposed Operating Budget	154,531	162,602	166,633	188,632	21,999	13.2

change from the FY 2005 level.

Federal Payments.

The proposed budget is zero dollars, a decrease of 100 percent from the FY 2005 approved budget of \$2,480,000. There are no District FTEs supported by this budget, no change from the FY 2005 level.

Programs

The Washington Metropolitan Area Transit Authority is committed to the following programs:

Metrorail Operations

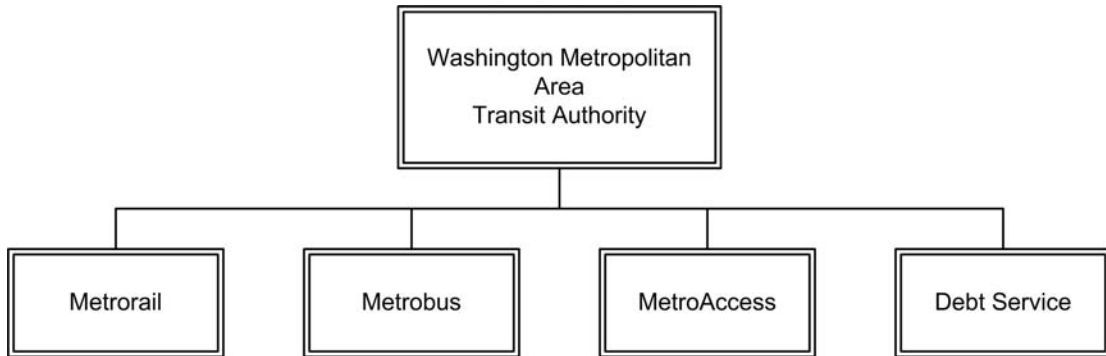
	FY 2005	FY 2006
Budget	\$55,242,000	\$59,979,300
FTEs	N/A	N/A

Program Description

Metrorail manages approximately 38 miles of the operating rail system and 40 stations in the District. It serves approximately 190 million trips per year. Metrorail also manages 106 miles of track in the metropolitan area with 86 stations.

Figure KE0-1

Washington Metropolitan Area Transit Authority



Program Budget Summary

The proposed **Metrorail Operations** program gross funds budget is \$59,979,300, an increase of \$4,73,306, or 10.9 percent over the FY 2005 approved budget of \$55,242,000. This change reflects District-wide initiatives including the operation of the New York Avenue station, overcrowding relief, and the Electro-Mechanical Technology Training program at Cardozo Senior High School. The gross budget supports no District FTEs, unchanged from the FY 2005 approved level.

Metrobus Operations

	FY 2005	FY 2006
Budget	\$89,250,000	\$102,990,575
FTEs	N/A	N/A

Program Description

Metrobus provides service 24 hours a day, 7 days a week to approximately 350 routes on 182 lines throughout the metropolitan area, serving an average yearly ridership of 146 million.

Program Budget Summary

The proposed **Metrobus Operations** program gross funds budget is \$102,990,575, an increase of \$13,740,575, or 15.4 percent from the FY 2005 approved budget of \$89,250,000. This change reflects District-wide initiatives including the operation of the Downtown Circulator bus route, the continuation of the Tyson's Corner Reverse Commute bus service, and additional bus service to reduce overcrowding. The gross budget supports no District FTEs, unchanged from the FY 2005 approved level.

MetroAccess

	FY 2005	FY 2006
Budget	\$11,810,000	\$11,531,299
FTEs	N/A	N/A

Program Description

MetroAccess provides curb-to-curb wheelchair lift-equipped van service for persons unable to use accessible conventional bus or rail services. In the District, the service has over 4,800 certified riders and carries 12,700 passengers per month. WMATA contracts with private carriers for this paratransit service.

Program Budget Summary

The proposed MetroAccess program gross funds budget is \$11,531,299, a decrease of \$278,701 or 2.4 percent from the FY 2005 approved budget of \$11,810,000. The gross budget supports no District FTEs, unchanged from the FY 2005 approved level.

Debt Service

	FY 2005	FY 2006
Budget	\$10,331,000	\$14,131,000
FTEs	N/A	N/A

Program Description

The debt service payment covers the District's annual share of financing costs for bonds sold by WMATA for the construction of the originally planned 103-mile Metrorail system. This payment is consistent with the Ancillary Bond Repayment Participation Agreement entered between the District of Columbia, the State of Maryland, the Commonwealth of Virginia, and the United States Secretary of Transportation. Of the \$14,131,000 budgeted in the FY 2006 proposed budget, \$10,331,000 represents the annual bond payment for this program.

To maintain the now 30 year-old Metrorail system, WMATA initiated the Metro Matters capital improvements program. Metro Matters is a \$1.5 billion, six-year capital program that funds the repair, maintenance, and replacement of aging equipment including railcars, buses, elevators, escalators, tracks, power systems, stations, and maintenance facilities. The program also covers the acquisition of 120 new railcars and 185 new buses to alleviate system overcrowding. In addition, a portion of the Metro Matters program will provide for homeland security needs, including a secondary system-wide Operations Control Center and additional chemical and biological detection equipment. A total of \$3,800,000 covers the District's portion of the short-term borrowing costs for this program.

Program Budget Summary

The proposed Debt Service gross funds budget is \$14,131,000, an increase of \$3,800,000 or 36.8

percent over the FY 2005 approved budget of \$10,331,000. This change reflects higher costs for Metro Matters capital financing. The gross budget supports no District FTEs, unchanged from the FY 2005 approved level.

Agency Goals and Performance Measures

Goal 1: The department will increase the number of trips taken within the District of Columbia, using alternative means of transportation, including mass transit, pedestrian, bicycle and high-occupancy vehicles by 15 percent by 2006 (3% per year).

Citywide Strategic Priority Area(s): Promoting Economic Development

Manager(s): Emmanuel Onyekwere, Economic Analyst

Supervisor(s): Rick Rybee, Acting Administrator of Office of Mass Transit

Measure 1.1: Percent change in transit ridership over prior year

	Fiscal Year				
	2003	2004	2005	2006	2007
Target	3	1	1	1	1
Actual	0.5	1.8	-	-	-

Note: DDOT requested a reduction in the FY 2004 and FY 2005 targets from 3.0% to 1.0% based on FY 2003 actual data (1/5/04).

Measure 1.2: Number of dollars provided (millions)

	Fiscal Year				
	2003	2004	2005	2006	2007
Target	154.5	165.2	171	191	195
Actual	154.5	162.6	-	-	-

Note: FY 2006 target increased from 174 to 191 at agency request (2/16/05).

Measure 1.3: Number of dollars requested by WMATA (millions)

	Fiscal Year				
	2003	2004	2005	2006	2007
Target	162.8	167	177.9	180	190
Actual	154.5	162.6	-	-	-

Note: WMATA modified its FY 2006 target from 178 to 180 (2/16/05).

Measure 1.4: Cost to monitor each \$10 million of subsidy

	Fiscal Year				
	2003	2004	2005	2006	2007
Target	23200	23000	23000	23770	23770
Actual	18600	23422	-	-	-

Note: WMATA modified its FY 2006 target from 23,000 to 23,770 (2/16/05).

For more detailed information regarding the proposed funding for the activities within this agency's programs, please see schedule 30-PBB in the FY 2006 Operating Appendices volume.